

SPRINGFIELD AIRCRAFT CO. 1932

BOWLES AIRPORT, AGAWAM, MASS.

BY PREMIO GALLETTI

BOB HALL'S 'BULLDOG' GULLWING RACER

AUG. 14 1932 SHIP CHRISTENED "BULLDOG".

AUG. 15 1932 TEST FLIGHT MAY BE MADE IN EARLY EVENING AT BOWLES FIELD. AFTER WORKING ALL NITE ON RUSSELL THAW'S RACER WHICH HE PLANS TO FLY IN THE THOMPSON TROPHY EVENT AT THE NATIONAL AIR RACES IN CLEVELAND LABOR DAY. EMPLOYEES OF SPRINGFIELD AIRCRAFT CO. WERE STILL PUTTING ON "FINISHING TOUCHES" LATE THIS AFTERNOON AND IT WAS NOT EXPECTED THAT THE PLANE WOULD BE READY FOR ITS TEST HOP BEFORE EARLY EVENING. BOB HALL, WAS EXPECTED TO TAKE THE PLANE UP FOR ITS FIRST FLIGHT. BULLDOG WAS WHEELED FROM HANGER IN PREPARATION FOR TEST FLIGHT. A FLAT TIRE PREVENTED THE TRIAL HOP. THE TEST HOP WILL BE WITNESSED BY THAW, MRS. MARION PRICE GUGGENHEIM AND JIMMY COLLINS FORMER TEST PILOT FOR CURTISS WRIGHT CORP. HALL, AFTER RACING THE ENGINE FOR SEVERAL MINUTES, TESTED THE PLANE UP & DOWN THE FIELD ONCE, THEN RETURNED TO HAVE MORE AIR & GREASE PUMPED INTO THE CANTILEVER LAANDING GEAR. FOLLOWING THIS OPERATION WHICH CONSUMED NEARLY AN HOUR. THE PLANE WAS READY AGAIN, BUT WHILE SPEEDING DOWN THE FIELD ONE OF THE TIRES WENT FLAT & TIRE ACCIDENT. ALSO SLIGHTLY DAMAGED THE BRAKES. MECHANICS BEGAN THE JOB OF REPAIRING THE TIRE BUT FOUND THE TUBE HAD ALSO BEEN DAMAGED & IT WAS DECIDED TO CALL OFF THE FLIGHT UNTIL A NEW TIRE & TUBE COULD BE HAD. WORKERS LABORED TO FINISH THE SHIP FOR A TEST FLIGHT.

A SUBSTANTIAL PENALTY SAID TO BE MORE THAN \$1000.⁰⁰ WAS SUFFERED BY THE CO. UNDER THE TERMS OF A CONTRACT WITH THAW, WHICH CALLED FOR THE TEST HOP BY THE 15TH. THE CONTRACT PRICE OF THE SHIP IS UNDERSTOOD TO BE MORE THAN \$15,000.⁰⁰, ALTHOUGH PRES. ROBERT L. HALL WOULD NOT CONFIRM THE FIGURE FOR PUBLICATION.

AUG. 16 1932 AT 6 IN THE EVENING HALL MADE A TEST FLIGHT OF 20 MINUTES, 5000 TO 6000 FT. AND FOUND THAT THE BULLDOG - NEEDED A MUCH LARGER RUDDER AND A NEW ONE WILL BE MADE TO-DAY. DOUBTFUL IF IT WILL BE FINISHED IN TIME FOR ANY MORE TEST FLIGHTS BEFORE TOMORROW. THE SHIP IS VERY AIR WORTHY AND HIGHLY SATISFACTORY IN EVERY RESPECT AND ASIDE FOR THE NEW RUDDER, THERE ARE VERY FEW MINOR CHANGES AND ADJUSTMENTS TO BE MADE.

AUG. 18 1932 HALL TESTS OUT THAW'S MACHINE AFTER CHANGES. BOB HALL TOOK OFF 10:45 THIS MORN. AFTER A 20 MINUTE FLIGHT IN WHICH HE TESTED THE SHIP THOROUGHLY, HALL SET IT DOWN & DECLARED HIMSELF SATISFIED WITH ITS PERFORMANCE. A NEW LARGER RUDDER WAS THE PRINCIPAL CHANGE, AND THIS OBVIOUSLY MADE THE SHIP EASIER TO HANDLE IN THE AIR. ALSO SLIGHT ADJUSTMENTS MADE ON THE MOTOR COWLING. THE TAKE OFF WAS QUICK & EASY AT A COMPARATIVELY SLOW SPEED & HALL POINTED THE SHIP'S NOSE INTO THE SKY & "GAVE IT THE GUN". LIKE A RED & BLACK ROCKET THE LITTLE SHIP ROARED INTO THE AIR & NO TIME WAS JUST A SPECK IN THE SKY. HALL MADE GREAT CIRCLES:

AROUND THE AIRPORT AT HIGH ALTITUDES, HE BANKED THE PLANE SHARPLY SEVERAL TIMES & THEN PUT HER NOSE DOWN INTO A BREATH-TAKING DIVE. AFTER THE THIRD CIRCLE HE CAME IN FOR A LANDING, FOUND HE COULD NOT MAKE IT & ROARED OUT AGAIN. THE SECOND TIME HE SET THE SHIP DOWN WITHOUT A BUMP & TAXIED INTO THE HANGER. DELIVERY OF THE CRAFT TO THE NEW OWNER WILL NOT BE MADE UNTIL ALL WORKING PARTS ARE INSPECTED & THE SHIP PAINTED AGAIN. (BOB ACCORDANCE WITH HIS CUSTOM, WOULD LET NO ONE BUT HIMSELF TAKE THE SHIP ALOFT UNTIL IT WAS THOROUGHLY TESTED & PROVED ENTIRELY AIR WORTHY) BOB EXPRESSED HIMSELF AS GRATIFIED WITH THE LANDING SPEED, WHICH HE SAID HE HAD ESTIMATED AT CLOSE TO 100 MPH, BUT WHICH ACTUALLY TURNED OUT TO BE NEARER 80 MPH IT WAS RUMORED ABOUT THE AIRPORT THAT HE HAD GONE 250 MPH WITH ITS THROTTLE NOT FULLY OPEN.

AUG. 20 1932 BOB HALL'S NERVE PREVENTS CRASH WHILE TESTING BULLDOG AT BOWLES AIRPORT. UNDOUBTEDLY SAVED HIS OWN LIFE AND THE PLANE BY A BIT OF NERVY FLYING DURING A TEST HOP. AT 11 O'CLOCK THIS MORNING WHEN THE SHIP ATTEMPTED TO BARREL ROLL WHILE 10 FEET OF THE GROUND ON TAKE OFF. SHIP BEHAVES POORLY, SLIGHTLY SLUGGISH, WOBBLE SLIGHTLY. THE LEFT WING DROPPED SUDDENLY, THE WING TIP ALMOST TOUCHED THE GROUND. SHIP'S NOSE WAS IN THE AIR AND THERE SEEMED NO POSSIBLE CHANCE TO AVOID A CRASH. WE ALL THOUGHT BOB HAD IT. HALL CUT THE MOTOR, SOMEHOW RAISED THE LEFT WING

SUFFICIENTLY TO PERMIT CLEARING THE GROUND AND BROUGHT THE LEFT WHEEL TO THE GROUND WITH A HEAVY SHOCK. HE DROPPED THE RIGHT WHEEL AND THE SITUATION WAS SAVED, THE PLANE DID NOT ROCK TO THE RIGHT, AS MIGHT BE EXPECTED. THE CROWD CHEERED WHEN IT BECAME EVIDENT THAT THE SPEED PLANE WAS ALRIGHT. JUST AS HALL TURNED TO TAXI BACK TO THE HANGER THE LEFT TIRE WHICH HAD SUSTAINED THE LANDING BLEW OUT AND LEFT HIM STRAUDED IN MIDFIELD. JUST WHAT HAPPENED TO CAUSE THE PLANE'S WING TO DIP COULD NOT BE LEARNED, BUT PILOTS AGREED THAT IF THE TIRE HAD BLOWN WHEN BOB LANDED ON HIS LEFT WHEEL, A CRASH COULD NOT POSSIBLY HAVE BEEN AVERTED. IT WAS NOT 30 SECONDS AFTER THE LANDING THAT THE TIRE BLEW. IT WAS EVIDENT THAT THE STURDY CANTILEVER LANDING GEAR DESIGN BY BOB PLAYED A LARGE PART IN HIS SUCCESSFUL ATTEMPT TO RIGHT THE SHIP BRING IT BACK TO THE GROUND WITHOUT CATASTROPHE. THE SHOCK THAT THE LEFT WHEEL HIT THE GROUND AT 75 TO 80 MPH & THE FACT THAT THE LANDING GEAR STOOD THE STRAIN SPEAKS WELL FOR ITS DESIGN & CONSTRUCTION. THE WHEEL PANTS & STREAMLINE LANDING GEAR WERE JAMMED UP & HAD TO BE REMOVED FOR REPAIRS. BOB'S CREW DASHED ACROSS THE FIELD - REMOVING PARTS & CHANGING THE TIRE SO THAT THE SHIP COULD BE TOWED BACK TO THE HANGER FOR INSPECTION & REPAIRS. RUSSELL THAW WAS EXPECTED AT BOWLES THIS AFTERNOON FROM N.Y. FINAL ADJUSTMENTS TO BE MADE THAW WILL FLY IN THE BENDIX RACE.

AUG. 21 1932 THAW "GROUND FLEW" THE BULLDOG GETTING THE "FEEL" OF CONTROLS & STABILITY OF THE SHIP, BUT DID NOT LEAVE THE GROUND. :

AUG 22 1932 BOB HITS 270 MPH FOR A BRIEF PERIOD ON TEST FLIGHT THIS MORNING. THE MOTOR DEVELOPED AN OIL LEAK, THE OIL SPATTERED BACK & COMPLETELY CLOUDED THE FRONT OF THE WINDSHIELD SURROUNDING THE PILOT'S COCKPIT. HALL HAD TO LAND WITH FRONT VISION ALMOST COMPLETELY OBSCURED. HE COULD SEE OUT BOTH SIDES. AFTER AN INSPECTION & GASSING UP HE TOOK OFF AGAIN, MADE A WIDE CIRCLE & LANDED FOR MINOR ADJUSTMENT TO THE RUDDER. HE THEN TOOK OFF TO HARTFORD, CONN. TO HAVE OIL LEAK & MOTOR CORRECTION ATTENDED TO AT THE PRATT & WHITNEY PLANT. HALL EXPRESSED HIMSELF AS COMPLETELY SATISFIED WITH THE PERFORMANCE OF THE SHIP AS IT NOW STANDS & AS SOON AS THE OIL LEAK IS FIXED, WILL FLY BACK TO BOWLES FROM HARTFORD & GIVE THE SHIP ON FINAL, COMPLETE INSPECTION & CLEANING UP BEFORE FORMALLY TURNING IT OVER TO THAW.

AUG. 23 1932 NECESSITY OF STRUCTURAL CHANGES DELAYS DEPARTURE FOR BENDIX TROPHY CONTEST. TROUBLE WAS CENTERED AT THE P&W PLANT WHERE HALL FLEW THE SPEEDPLANE YESTERDAY. IT DEVELOPED AFTER THAW HAD FLOWN THE PLANE FOR THE FIRST TIME AT THE P&W FIELD LAST NITE & AFTER JIM COLLINS ALSO MADE A TEST FLIGHT. THE GULLWING SUFFERED PROPELLOR TROUBLE AS A RESULT OF LOW OIL PRESSURE & TROUBLE IN THE

OIL FEED WHICH CONTINUES TO SPRAY OIL IN SPITE OF ALL EXPERT ASSISTANCE. THE LAST FLIGHTS BY HALL, THAW & COLLINS RESULTED IN THE DECISION TO INCREASE THE AMOUNT OF FIN AREA & DECREASE THE AREA ON RUDDER. (P&W EXPERTS SET TO WORK ON THE MOTOR WHILE BOB'S CREW HERE WERE CONCERNED WITH THE STRUCTURAL CHANGES) HALL, THAW & COLLINS CAME BACK TO BOWLES IN MRS. GUGGENHEIM'S LOCKHEED PLANE. THEY STATED THAT THERE WAS LITTLE CHANCE THAT THE BULLDOG WOULD BE BROUGHT HERE AT ALL TO-DAY. THAW SAID HE DID NOT KNOW WHEN HE WOULD GET STARTED FOR THE WEST COAST. & ALSO LAST MINUTE DIFFICULTIES ARE THREATENING HIS POSSIBILITIES FOR PARTICIPATION IN THE BENDIX RACE. HE DEPLORED THE FACT THAT THERE IS SO LITTLE TIME LEFT TO MAKE NECESSARY CHANGES ON HIS SPEEDSHIP. THE BULLDOG WAS NOT BROUGHT TO BOWLES TO-DAY, BUT REMAINED AT P&W PLANT WHERE MECHANICS WERE BUSY ALL DAY.

AUG. 24 1932 THAW'S SHIP DELAYED & STILL IN HARTFORD WHERE P&W MECHANICS ARE SERVICING THE MOTOR IN WHICH A NUMBER OF BOTHERSOME "KINKS" DEVELOPED. HALL BROUGHT THE BULLDOG BACK TO BOWLES. IT WAS FLOWN BY "JIMMIE" COLLINS DURING THE AFTERNOON & APPARENTLY SATISFIED BOTH HALL & COLLINS WITH ITS PERFORMANCE. MECHANICS BEGAN MAKING ADJUSTMENTS TO THE STABILIZER, FIN & RUDDER (ADJUSTMENTS BELIEVED REQUESTED BY THAW) THE SHIP WILL NOT BE READY FOR FLIGHT UNTIL TOMORROW MORNING. WITH THE RACE SCHEDULED

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FOR SATURDAY FROM SAN FRANCISCO TO CLEVELAND, THIS LEAVES THAW BUT A SCANT 24 HRS. TO FLY TO THE COAST. PRESENT PLANS CALL FOR THAW TO FLY TO NEW YORK AT DAYBREAK TOMORROW MORNING TO HAVE DELICATE INSTRUMENTS CHECKED AND CONTINUE TO SAN FRANCISCO.

AUG. 25 1932 BOB HALL RECEIVED A TELEGRAM THIS AFTERNOON FROM E.W. "POP" CLEVELAND CONTEST CHAIRMAN OF NATIONAL AIR RACES, THAT THE BENDIX RACE WILL NOT START UNTIL AFTER SUNDAY, THAT IS IF THE WEATHER IS GOOD. EFFORTS ARE BEING MADE TO GET THE GULLWING READY IN TIME FOR THE RACE.

THE PROMINENT TAIL HAD BEEN "CLIPPED" AND THE FIN ENLARGED SO THAT IT MADE ALMOST A STRAIGHT LINE FROM THE BACK OF COCKPIT HOOD TO THE TOP OF THE TAIL. THE CHANGE IN DESIGN WAS COMPLETED YESTERDAY (24TH) AFTER HALL FLEW BACK FROM HARTFORD, WHERE THE MOTOR TROUBLE WAS REMEDIED BY ENGINEERS OF P&W. THAW TOOK THE RACER ALOFT & PUT IT THRU A SERIES OF TEST MANEUVERS. AFTER HE LANDED & MINOR ADJUSTMENTS HAD BEEN MADE. JIMMIE COLLINS FLEW THE PLANE AROUND THE FIELD, HE TWISTED & TURNED ZOOMED DOWNWARD, SHOT UPWARDS, MAKING A FINAL TEST TO PROVE THE STRENGTH OF THE SHIP. BROUGHT IT IN FOR A BEAUTIFUL LANDING, TAXIED INTO COMPANY'S HANGER, APPARENTLY SATISFIED HALL ALSO FLEW THE PLANE DURING THE DAY. THAW WAS ASKED DIRECTLY BY NEWSPAPERMEN "WILL YOU FLY THE SHIP IN THE BENDIX TRANSCONTINENTAL RACE" THAW SAID "I DON'T KNOW"

AND BEYOND THAT HE REFUSE TO COMMENT. A REPORT BASED UPON THE APPARENT RELUCTANCE OF THAW TO ENTER HIS SHIP IN THE BENDIX RACE, SAID THAT THERE WAS A POSSIBILITY OF SEVERAL LOCAL MEN REPURCHASING THE PLANE FROM GUGGENHEIM & TURNING IT ALL TO HALL & ENTERING IT IN THE RACES.

AS THE SITUATION STANDS AT PRESENT THE SHIP IS COMPLETED TEST FLOWN SATISFACTORY AND IS OWNED BY THE GUGGENHEIMS WHO PURCHASED IT FOR THAW TO FLY. NEITHER HALL NOR SPRINGFIELD AIRCRAFT CO., INC. HAVE ANYTHING TO SAY ABOUT THE PLANE UNLESS THAW SHOULD RECOMMEND THAT HALL BE SELECTED AS PILOT.

WHILE THAW HAS DONE SOME RACING, IT WAS POINTED OUT THAT HIS EXPERIENCE WITH SMALL & FAST AIRPLANES HAS BEEN LIMITED, WHEREAS HALL IS CONSIDERED AN EXPERT IN AIR RACING. EMPLOYEES OF THE SPRINGFIELD AIRCRAFT CO., TIRED, UNKEMPT & OBVIOUSLY WORN OUT FOLLOWING THREE WEEKS OF DAY & NIGHT WORK, WERE FRANKLY DISGUSTED AT THE APPARENT TURN OF EVENTS WITH THE COMPLETED AIRPLANE SEEMINGLY LACKING A PILOT. (IN THE SHOPS & HANGERS, WORN BY THE PREVIOUS NIGHT LABORS, THE MECHANICS WERE SLEEPING ON BACKS WHERE PLYWOOD IS KEPT, OTHERS STRETCHED OUT ON BOARDS BETWEEN TWO WOODEN HORSES AND OTHERS ON THE FLOOR ROLLED IN A BLANKET.)

AUG. 26 1932 LITTLE RESEMBLING THE PLANE BOB HALL TOOK ALFT FOR THE FIRST TIME & DECLARED SATISFACTORY WITH MINOR CHANGES IN THE RUDDER. BOB TOOK OFF THIS MORNING THE PLANE LOOKED DECIDEDLY TAIL HEAVY, THE FIN & RUDDER

HAD BEEN BUILT UP TREMENDOUSLY OVER THE WAY THEY HAD BEEN ORIGINALLY DESIGNED, THIS WAS DONE AT THE NEW OWNER'S ORDERS AND NOT AT ALL IN LINE WITH THE GENERAL DESIGN OF THE CRAFT AS MADE BY HALL. ON THIS TEST FLIGHT BOB "GAVE IT THE WORKS". UPON HIS RETURN, THAW TOOK THE SHIP UP & FLEW IT AROUND CONSERVATIVELY FOR A FEW MINUTES. THAW WAS SATISFIED WITH CHANGES MADE. AFTER A FEW MINOR FINISHING TOUCHES & GASSING UP. THAW LEFT BOWLES SHORTLY AFTER 11 O'CLOCK THIS MORNING BOUND FOR ROOSEVELT FIELD, N.Y. PRIOR TO HIS DEPARTURE FROM HERE THAW FOR THE FIRST TIME ANNOUNCED HIS PLANS REGARDING ENTERING THE BENDIX RACE. THE MECHANICS WORK DAY & NITE IN A FEVERISH EFFORT TO MAKE CHANGES IN THE CONSTRUCTION OF THE SHIP AS DESIRED BY THAW & FINISH IT IN TIME TO PERMIT HIM TO GET TO THE PACIFIC COAST TO START IN THE BENDIX RACE.

THE ENTIRE ORGANIZATION BREATHED A SIGH OF RELIEF WHEN THE 21 YEAR OLD FLIER FINALLY TOOK OVER THE HALL GULLWING & TOOK TO THE AIR FOR N.Y. THAW IS STOPPING IN N.Y. LONG ENOUGH TO HAVE FAULTY INSTRUMENT CHECK UP & HE PLANS TO LEAVE NY EARLY TOMORROW MORNING, WEATHER PERMITTING FOR CALIFORNIA & START THE RACE FROM THERE. HALL & SEVERAL MECHANICS FLEW TO N.Y. IN GUGGENHEIM'S LOCKHEED CABIN PLANE ORDINARILY PILOTED BY THAW, TO SERVICE THE SPEEDSHIP.

AUG. 27 1932 THAW WITHDRAWS - HALL FLIES BULLDOG BACK TO BOWLES FROM NEW YORK IN SURPRISE MOVE, CRAFT WILL BE PURCHASED FROM MRS. GUGGENHEIM BY SPRINGFIELD AIRCRAFT CO. A DAY OF FRENZIED ACTIVITY CENTERING ABOUT SPECIAL RACING PLANE BUILT FOR THAW. YESTERDAY UPSET IN OWNERSHIP CAME WHEN THAW, WHO HAD TAKEN THE SHIP TO NY SHORTLY BEFORE NOON REFUSED TO ACCEPT WHEN HE LANDED. THE AIRPLANE WAS RETURNED HERE (BOWLES) AT 2:30 O'CLOCK YESTERDAY (26TH) AFTERNOON BY HALL, WHO SAID THAW'S REASON FOR DECLINING DELIVERY WAS BECAUSE HE DID NOT LIKE THE SHIP. SCARCELY HAD THE AIRPLANE TOUCHED IT WHEELS ON THE FIELD HALL WENT INTO ACTION TO EFFECT ITS PURCHASE FROM GUGGENHEIMS. AT THE SAME TIME BOB TELEGRAPHED CHARLES A. MEYERS OFFERING HIM THE POSITION OF FLYING THE SHIP IN THE BENDIX RACE. MEYERS 36 YEARS OLD, HOMETOWN ELIZABETH, N. J. & IS A PILOT FOR EASTERN AIR TRANSPORT. HE IS A FORMER WACO TEST PILOT, RACE PILOT, & ROYAL AIR FORCE INSTRUCTOR IN CANADA & ENGLAND, WHERE HE BECAME ACQUAINTED WITH HARRY J. HERMAN, MANAGER OF BOWLES AIRPORT. THE BENDIX RACE DEPENDS CONSIDERABLY UPON SKILL & ACCURACY WITH WHICH AN AIRPLANE IS NAVIGATED ACROSS THE COUNTRY & HALL ADMITTED HIS LACK OF KNOWLEDGE. MEYERS, ON THE OTHER HAND, IS A PAST MASTER IN AERIAL NAVIGATION & HAS FLOWN OVER THE ROUTE MANY TIMES. BOB SETTLED HIMSELF AT THE TELEPHONE & BEGAN HIS LAST MINUTE CAMPAIGN. FOR THE MEANS WITH WHICH TO ENTER THE SHIP IN THE BENDIX RACE. FUNDS WERE

SECURED TO REPURCHASE THE AIRPLANE FROM MRS. GUCCENHEIM. MEYERS WIRED HIS ACCEPTANCE OF THE OFFER & THE SHIP WAS MADE READY FOR ITS TRIP WEST TO-DAY. ONLY AN ADJUSTMENT ON ITS TACHOMETER IS NECESSARY BEFORE IT FLIES TO CALIFORNIA WITH MEYERS AT THE CONTROLS.

HALL FLEW THE GULLWING OUT OF BOWLES 10:20 THIS MORNING IN A LAST MINUTE TO GET THE SHIP IN THE BENDIX RACE & WITH INTENTIONS OF NEGOTIATING WITH RUSSELL W. THAW FOR REPURCHING THE PLANE. HALL ARRIVED AT ROOSEVELT FIELD THIS NOON AND HAD CONFERRED WITH PILOT CHARLES MEYERS.

THAW EXPLAINED AT NOON TODAY WHY HE DID NOT WANT TO FLY THE GULLWING. HE PRONOUNCED THE SHIP "A WASHOUT AS FOR AS I AM CONCERNED & NOT SUITED FOR RACING" HE SAID THAT HE WAS WAITING FOR HALL TO CONFER WITH HIM RELATIVE TO BUYING THE PLANE. THAW WAS DISAPPOINTED IN THE DIFFICULTY OVER THE SPEEDSHIP & NOT BEING ABLE TO FLY IN THE RACES.

HE EXPLAINED THAT HE IS STILL ON FRIENDLY TERMS WITH HALL, BUT DIFFER WITH HALL AS TO THE FITNESS OF THE GULLWING FOR RACING. "BOB HAS HIS OPINION & I HAVE ANOTHER"

THAW STATED "IT'S NOBODY'S FAULT". THAW SAID THAT THE CHANGES MADE TO THE GULLWING DURING THE PAST WEEK BROUGHT DEFINITE IMPROVEMENTS IN THE FLYING OF THE PLANE, BUT THAT THE IMPROVEMENTS WAS NOT ENOUGH TO CONVINCHE HIM THAT THE SHIP WAS SUITABLE FOR RACE FLYING. WHEN HALL FLEW OUT OF BOWLES THIS MORNING FOR

NY HE HAD IN HIS POCKET MONEY TO BUY BACK THE PLANE FROM THAW. WILLIAM HERMANN, VICE PRESIDENT & TREASURER OF SPRINGFIELD AIRCRAFT CO. SAID TO-DAY THAT THE MONEY TO BUY BACK THE PLANE HAD BEEN RAISED HERE, HERMAN WOULD NOT DIVULGE HOW OR FROM WHAT SOURCE THE CO. WAS ABLE TO SECURE THE NECESSARY FUNDS. THE COST OF THE GULLWING WAS NEVER DIVULGED. HALL WHEN QUERIED RELATIVE TO THE PRICE, MERELY REPLIED THAT THE SHIP "COST TOO MUCH." IT IS UNDERSTOOD THAT THE TOTAL EXPENDITURE ON THE CONSTRUCTION AMOUNTED TO ABOUT \$15,000.02 BUT THIS FIGURE IS NOT VERIFIED BY THE CO.

THAW HAD ACCEPTED THE PLANE & MADE PAYMENT. AS FOR THE SUDDEN DECISION OF THAW TO RETURN THE PLANE, THE UNOFFICAL OPINION AT THE AIRPORT WAS THAT THE PLANE PROVED TO BE ALTOGETHER TOO FAST FOR THAW.

AUG. 28 1932 HALL WILL FLY FROM ROOSEVELT FIELD, GARDEN CITY, L.I. TO CLEVELAND. HALL WILL FLY FOR MRS. GUCCENHEIM. DETAILS OF THE NEGOTIATIONS COULD BE LEARNED LAST NITE, BUT IT WAS THOUGHT THAT MRS. GUCCENHEIM & HALL REACHED AN AGREEMENT WHEREBY HALL WILL PILOT THE PLANE IN THOMPSON RACE. DEFINITELY OUT OF THE BENDIX RACE.

ALSO, BOB WILL FLY IN THE THOMPSON TROPHY RACE. HALL LEFT ROOSEVELT FIELD FOR CLEVELAND AT 3:30 THIS AFTERNOON, BUT DUE TO A TANK FULL OF POOR GAS HIS FLYING SPEED WAS SO REDUCED THAT THE TRIP TOOK

HIM 2 HRS. & 45 MINUTES. WHEN ASKED WHY C. A. MEYERS WAS NOT FLYING THE SHIP IN THE BENDIX RACE, HALL SAID THAT POOR WEATHER; CONDITIONS & SCANT TIME AVAILABLE FOR A HOP TO THE PACIFIC COAST TO START IN THE RACE MADE IT SEEM INADVISABLE TO ATTEMPT IT, SO THE ENTRY WAS SCRATCHED & THERE WAS NO NEED OF MEYERS SERVICES TO NAVIGATE ACROSS COUNTRY. IT HAS BEEN BOB'S CHERISHED AMBITION TO FLY ONE OF HIS OWN SHIPS IN THE THOMPSON TROPHY RACE, AN AMBITION THAT IS TO BE REALIZED THIS YEAR THROUGH THE FAILURE OF RUSSELL THAW TO ACCEPT THE SPEED SHIP BUILT FOR HIM & THE YOUTHFUL DESIGNER'S ABILITY TO QUICKLY RAISE THE MONEY NEEDED TO BUY IT BACK FROM THE GUGGENHEIMS.